

FASTER COMMUTING URGED AS PORT NEED

Interstate Board Should
Help Passenger Traffic,
Says H. S. Swan.

HUDSON IS A BARRIER

Better Transit Predicted in
More Tubes and Loop
in Manhattan.

Herbert S. Swan, an authority on municipal engineering and industrial surveys, has submitted to the Port Authority a plan for the better distribution of passengers throughout the whole New York-New Jersey metropolitan area. After congratulating both States for good sense in consummating the port treaty, Mr. Swan submits that the plan developed by the Port Authority concerns itself only with the transportation of freight, completely ignoring the transportation of passengers. He writes:

"In this respect the plan is sadly deficient. It is important to expedite and cheapen the shipment of goods, but it is also important to expedite and cheapen the movement of passengers. The continued increased growth of the metropolis is conditioned as much by the ability of the people to travel quickly and cheaply between home and work place as by the cost of shipping commodities to different points.

"To-day the steam railroads entering New York, aside from their through passenger traffic, handle every morning and evening some 300,000 commuters. Of these 175,000 reside in New Jersey, 90,000 in Long Island and 35,000 in Westchester. All of these commuters use stub end terminals, and although some work near the terminals, the vast majority must use the ferries or subways to reach their ultimate destination.

"River Crossing Too Long."

"In 1920 the commuting traffic on the Jersey railroads to New York, ignoring the Hudson and Manhattan, totaled 62,000 passengers. Of these only the 2,500 carried by the Pennsylvania were delivered or picked up at a Manhattan terminal. Yet the great majority had Manhattan as their journey's end. It takes thousands of Jersey commuters a longer time to reach their shop or office from the west side of the

Hudson than it takes them to reach the Hudson from their homes.

"If the Jersey terminals were linked up with Manhattan in an efficient manner the commuting time from Jersey could readily be reduced from 25 to 50 per cent. To build an elaborate system of subway and elevated lines in Jersey is inconceivable. Rapid transit on the west side of the Hudson must come through electrifying the railroads and bringing them into the business district of Manhattan in subways. The same observation holds true of Westchester and Long Island.

"The adaptation of the railroads as more efficient carriers of freight is perfectly consistent with their adaptation as lines for rapid transit. The two functions are in no wise antagonistic.

Suggestions for Improvement.

"A programme for utilizing the railroads to an increasing extent as rapid transit lines would include:

"1—A pooling of the commuting service of the several railroads.

"2—Universal electrification of all passenger lines.

"3—The construction of additional tubes under the Hudson and East rivers and of an additional trunk line subway in Manhattan as integral parts of the present system of steam railroads.

"4—The development of an interstate plan of through routing so that the Jersey trains may run directly to points either in Westchester or Long Island.

"5—The establishment of a loop through the heart of Manhattan from the Battery to Fifty-seventh street to serve the convenience of short routing.

"6—The development of an intra-Jersey plan of through routing so that trains would run directly from Paterson, say, through Newark to Plainfield or New Brunswick without obliging passengers to go first to Jersey City or Hoboken, change terminals and then proceed back again to their destinations.

"7—The establishment of transfer points for the interchange of passengers between different lines wherever one railroad intersects another and the convenience of traffic makes such transfer desirable.

"8—The adaptation of the Pennsylvania station as terminal, not only for the Pennsylvania and Long Island Railroads, but as a union terminal for the long haul traffic of all the railroads ending in Jersey—the Lackawanna, the Erie, the Baltimore and Ohio, the Lehigh Valley and the Central Railroad of New Jersey.

"The cost of such a project would be surprisingly small.

"To-day interurban transit is all but impossible. A man living along the Lackawanna in Bloomfield who wishes to go to Paterson must go to Hoboken, transfer on the Hudson tubes to the Erie station in Jersey City and then back out over the meadows to Paterson. A man leaving the Pennsylvania station in Philadelphia long before one leaving Perth Amboy reaches New Rochelle. Certainly a trip from Hackensack to Plainfield is more harassing to one's physical and spiritual health than a trip from New York to Buffalo.

"The bi-State rapid transit plan would remedy this situation. It would weld the several parts of the port together as a single unit. Municipal would be brought as near to the Woolworth tower as is Harlem. Elizabeth would be as near as Jamaica and Bound Brook as near as Van Cortlandt Park."

INSIST ON MEXICO'S GUARANTY OF TITLES

State Department Plans Demand on Oregon, Says
Secretary Fletcher.

WASHINGTON, Oct. 1.—The Under Secretary of State, Mr. Fletcher, was quoted by Representative Hudspeth of Texas to-day as saying in connection with recognition that "Mr. Obregon and his Government must put down in black and white that all titles held by Americans shall be fully recognized, and this must extend to States that have confiscated the lands of Americans, for which they have issued State bonds that are not worth the paper they are written on."

"The Oregon Government heretofore has claimed that they have no authority over the States," the Under Secretary continued, according to Mr. Hudspeth. "This is a misnomer. They have authority over States and must control the action of the States relative to American rights."

"When we recognize Mexico it is not for a day, or month, or a year, but probably for many, many years, and we are not taking anything for granted, but everything must be reduced to writing and must be recognized by the head of the Mexican Government and its legislative body."

The Texas representative explained that he conferred with Mr. Fletcher on the general question of Mexican recognition and received assurances that the Chamizal zone controversy has been kept "in mind at all times in negotiating with the Mexican Government, and it is a part of the treaty stipulations."

Commissioners will have to be appointed to settle it, he declared. The Secretary had told him, adding that "if I control the matter it will be settled right."

In reply to question about the Mexican Supreme Court decision concerning the retroactive clause of section 27 of the constitution, Mr. Hudspeth said the Secretary answered:

"The Supreme Court decision only settles one matter, and that one is that it recognizes the ease of the Texas Company made prior to the enactment of this constitution."

"It is not precedent for other controversies of similar matters such as our Supreme Court decisions are in this country."

378 GREEKS CANNOT LAND.

Of 735 passengers on the Greek liner Megali Hellas, which entered port yesterday, 378 Greek nationals will be deported, owing to the fact that Greece's quota of immigrants under the law has now been overdrawn up to August 1 of next year.

When the liner, which had been waiting outside for October 1 for several days, docked at Pier 22, Brooklyn, Ellis Island officials refused to let any one land except the 150 Americans on board and those bearing diplomatic passports.

LECOINTE INJURED IN FRENCH AIR RACE

Propellor Shattered as Plane
Travels at Rate of 186
Miles an Hour.

By the Associated Press.
ETAMPES, France, Oct. 1.—Sadi Lecoigne, noted French aviator, holder of the world's speed record, was injured and his airplane was smashed when he made a forced landing in the first lap of the Deutsche de la Meurthe cup race here to-day. Lecoigne was first to take the air and had made splendid time for the first fifty kilometers (31 miles), flying this distance in 9 minutes 33.4-5 seconds, a new record.

The race was under conditions and rules similar to those of the James Gordon Bennett cup race, which Lecoigne won for France last year over the same circuit in 1 hour 6 minutes 17.1-5 seconds.

Lecoigne received wounds about the face, may lose his right eye, and has deep cuts in both legs. His propeller was shattered while he was going faster than 300 kilometers (186 miles) an hour.

Lieut. Georges Kirsch of France to-day won the cup race. He covered 366 kilometers with five turns in 1 hour 4 minutes and 39.1-5 seconds, breaking the world's record, which had been held by Lecoigne.

Lannes, the other French pilot, who used the machine piloted by Lecoigne last year, was the only other entrant to finish the race. He went over the course in 1 hour, 9 minutes and 53.2-5 seconds.

Lieut. Krackpapa, the Italian entrant, quit owing to motor trouble after negotiating 150 kilometers in 30 minutes and 13 seconds.

Herbert, the British entry, also abandoned the race after going 100 kilometers.

THE LOCOMOBILE CO.

Announces

A Fall Opening of
CURRENT MODEL REBUILT AND
GUARANTEED ENCLOSED AND
OPEN CARS.

2 Pass. Coupes, 4 Pass. Brougham Limousines, 7 Pass. Landaulets and Limousines. Also, 2, 4, 6 and 7 Pass. Touring Cars.

All of these cars have been thoroughly overhauled, repainted and in some cases reupholstered, and are fully covered by our regular NEW CAR GUARANTEE.

Prices unbelievably low, considering the quality and excellence of our offerings.

First comers will benefit by a greater selection to choose from.

EXCHANGE CAR DEPT.

Columbus 7750.

THE LOCOMOBILE COMPANY

61st St., West of B'way, N. Y. City.



\$1685

E. S. S. Co., Inc., New York City

And Now!

A New Light 7-Passenger Car at \$1685!

Here is the most important announcement Reo ever made.

— for this is the greatest value Reo has ever been able to offer.

— and this is, we believe, the most advanced model ever turned out by any factory.

— this new light seven-passenger Touring Car will revolutionize design and set a new standard.

— and finally—its price establishes a new low level of prices and creates a new standard of values.

How has this been accomplished?—is your natural query.

How, in a car whose over-all dimensions are but little longer than its predecessor, have we been able to obtain so much more seating room?

For this most desirable result the Reo builders have actually accomplished.

How?—Why, by converting waste space into passenger capacity.

You will have to see this new Reo to fully appreciate the study, the ingenuity and the clever craftsmanship by which this has been accomplished.

And when you do, your enthusiasm will know no bounds.

How often have you wished for a car that would, on occasion, hold seven?

Yet you would not buy a "seven," because up to now, a car of that capacity was an overgrown, cumbersome, unwieldy affair whose first cost was excessive and whose upkeep was prohibitively so.

There has been a great need for a car of moderate length, of light weight and hence of reasonable upkeep—yet with plenty of power and room for seven.

You have wished for such a car.

Reo dealers have asked for such a car.

Reo craftsmen have sought long and diligently for the solution, and striven unceasingly to produce such a car.

Finally, as a happy inspiration, it came.

And now the long sought, ardently desired, is available to you—at a price that not only is within your reach but which conforms to your idea of values—"The Gold Standard of Values."

It is logical that this advanced model should emanate from the Reo shops.

Pioneering is natural to "The Reo Folk."

Reo has long been known as the "School Master" in the trade.

Just a few instances of Reo pioneering—all of which, received at first in doubt and some with derision, finally became the standard:—

Side door entrance—One Lever, Center Control—Interlocked Clutch and Brake, Electric Starter.

—Many methods and special machine tools that have revolutionized manufacturing were first used in the Reo shops.

And—Reo was first to put pneumatic tires on a truck—result, that mighty Speed Wagon which has revolutionized transportation and rendered practically every other type obsolete.

That Speed Wagon—which "Fits Every Business" and dominates the field regardless of carrying capacities—was just such an innovation as this.

History will repeat itself.

See this new Reo—you will be delighted with this light, snappy, flexible, beautiful 7-passenger car.

Size makes it ideal to handle on narrow roads or streets, or parking in tight places.

Upkeep and operation costs will be less than heretofore have been possible in a car of 7-passenger capacity.

Need we say this is a quality car? Being a Reo, it must be that. The very terms are synonymous.

Built for the connoisseur—for that select Reo clientele who appreciate and demand the best—this Reo possesses all the inherent quality—the "hidden beauty"—for which the Reo product is famous.

This is the handsomest touring model that ever came from the Reo shops.

Body design conforms to the very latest mode. Long, slightly-curved lines sweep gracefully from radiator to extreme rear—edges beveled, doors flush.

Power and speed and endurance radiate from this new Light Reo.

Viewed from any angle, it looks the lithe, sinewy, swift running thing it is.

A car of singular grace and irresistibly inviting.

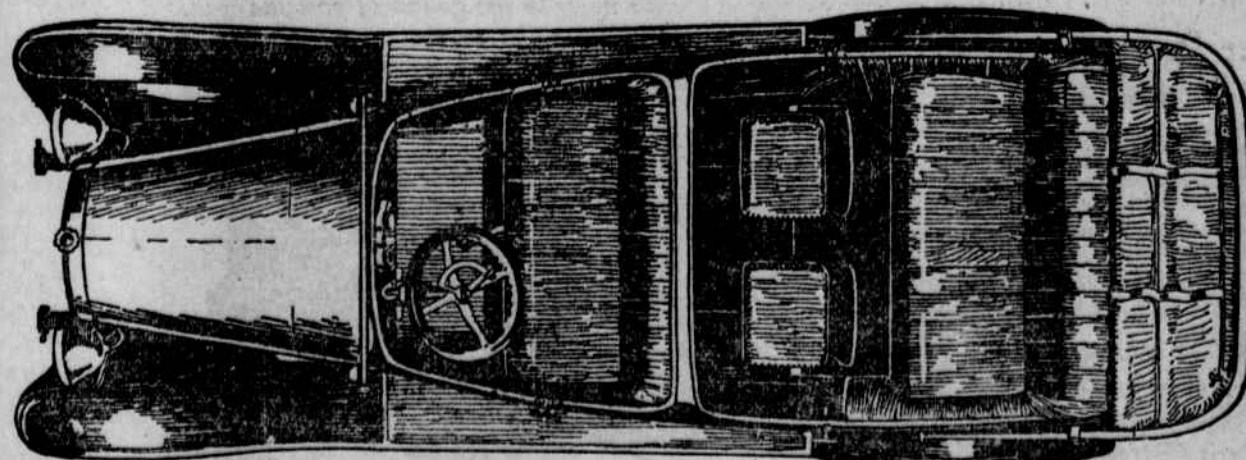
Ideal for its purpose—long, cross-country touring, camping—"Gypsying" with the entire family.

In a word, this latest example of Reo pioneering is the epitome of Reo experience, and pride of two decades of Reo achievement.

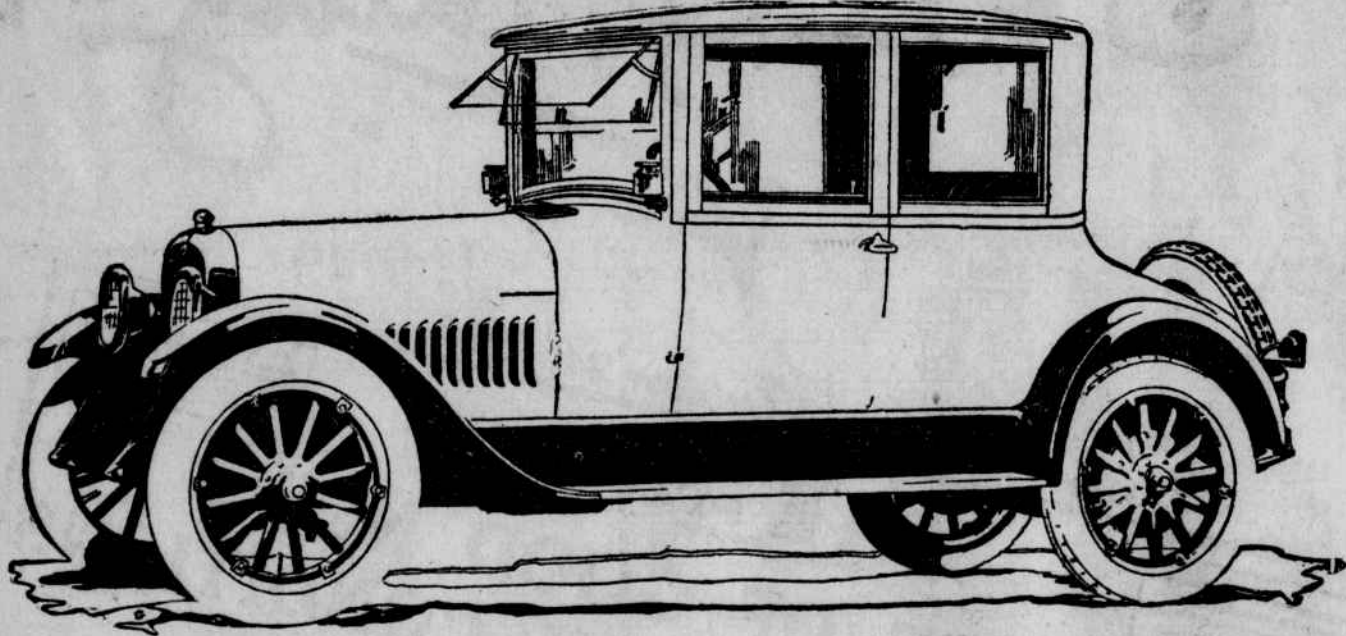
In confidence that it will meet with your enthusiastic acclaim, we present for your approval this New Light 7-passenger Reo.

Reo Motor Car Company
Lansing, Michigan

REO MOTOR CAR CO. OF N. Y., INC.
Broadway at 54th St., New York
Telephone Circle 1271



"The Incomparable Six—the Six of 60 Superiorities"



Studebaker

SPECIAL-SIX COUPE \$2450
FOUR PASSENGER

The completely appointed enclosed car
at a moderate price

In this Coupe, Studebaker has produced a car of good taste, comfort and painstaking refinement of detail. Soft carpets, subdued harmony of color in the upholstery, inviting depth of cushions, graceful fittings—all offer an irresistible appeal. Silk roller curtains are provided at the windows and the electric dome and side lights glow softly at your touch.

This unusual car provides a big, roomy, luxurious body in which four people can ride in comfort.

A Partial List of Equipment

Upholstery of gray mohair velvet plush; jeweled 8-day clock on the instrument board; adjustable ventilator in cowl; adjustable silk shades to match upholstery; three-piece adjustable rain

fort. A unique feature is the folding seat for the fourth passenger. It is, in reality, a cozy chair with cushioned seat, arms and back. When not in use, it folds out of the way.

With all its luxury and beauty, you get at this low price the mechanical excellence, power and easy riding qualities of the 50 H.P. SPECIAL-SIX chassis upon which this coupe body is mounted.

You are invited to inspect this car at our Show Rooms.

vision windshield; windshield wiper; heater in floor; frosted nickel trimmings; side coach lamps; parcel compartment at left of seat; generous luggage space under rear deck.

The Studebaker Corporation of America

Greater New York Branches:

1700 Broadway, at 54th St.
Phone Circle 1400

Service and Repair Dept.
219-223 W. 77th St.

Brooklyn: 1469 Bedford Ave., at Sterling Pl.
Phone Prospect 8310

Brooklyn Service Station:
Corner Crown and Bedford Aves.

NEW PRICES OF STUDEBAKER CARS, EFFECTIVE SEPTEMBER 8th, 1921

F. O. B. Factories

Touring Cars and Roadsters

LIGHT-SIX 3-PASS. ROADSTER.....	\$1125
LIGHT-SIX TOURING CAR.....	1150
SPECIAL-SIX 2-PASS. ROADSTER.....	1585
SPECIAL-SIX TOURING CAR.....	1635
SPECIAL-SIX 4-PASS. ROADSTER.....	1635
BIG-SIX TOURING CAR.....	1985

Coupes and Sedans

LIGHT-SIX 2-PASS. COUPE-ROADSTER.....	\$1550
LIGHT-SIX 5-PASS. SEDAN.....	1850
SPECIAL-SIX 4-PASS. COUPE.....	2450
SPECIAL-SIX 5-PASS. SEDAN.....	2550
BIG-SIX 4-PASS. COUPE.....	2850
BIG-SIX 7-PASS. SEDAN.....	2950

ALL STUDEBAKER CARS ARE EQUIPPED WITH CORD TIRES

This is a Studebaker Year